

# NOTICE TO MARINERS

## NO.19 – 2011 RIVER MERSEY AND PORT OF LIVERPOOL

# **RADIO COMMUNICATIONS IN THE PORT OF LIVERPOOL**

1. Notice is hereby given that at 2400 hours on 31st December 2011, the following Marine Operations Radio Communications procedures will become effective.
2. Transmissions on Marine Operations VHF Channels must be restricted to the movement and the safety of ships, and in emergency, to the safety of persons. Transmissions of a personal character cannot be accepted.
3. **Vessels should establish contact by VHF Radio with the Marine Operations Control call sign “MERSEY VTS” before sailing and inward bound when within the VHF radio range, preferably when rounding the “Skerries” at Anglesey and not later than when in the vicinity of the Bar Lighted Buoy.**

#### 4. HARBOUR RADAR

The Liverpool Port Radar is fed by data from several radar heads and provides radar coverage extending seawards over Liverpool Bay to Anglesey, North Wales and in the River Mersey as far south as the approaches to the Manchester Ship Canal and Garston Docks. Radar signals are transmitted by Fibre Optic Link to the "Mersey VTS" situated in the Mersey Docks & Harbour Company Limited headquarters at Seaforth.

5. A General Situation and Movement Statement, giving all intended movements inwards and outwards for the Port of Liverpool, Alfred, Eastham, QEII, Garston, Tranmere Oil Stages, Mersey Wharf, Liverpool Cruise Terminal, Canning Entrance and Cammell Lairds and approximate times at the dock entrance stage or wharf, together with a list of Local Navigation Warnings in force, latest weather reports and area forecast, is broadcast on Channel 9 at three hours before each high water. This full statement is repeated with any amendments at two hours before each high water.

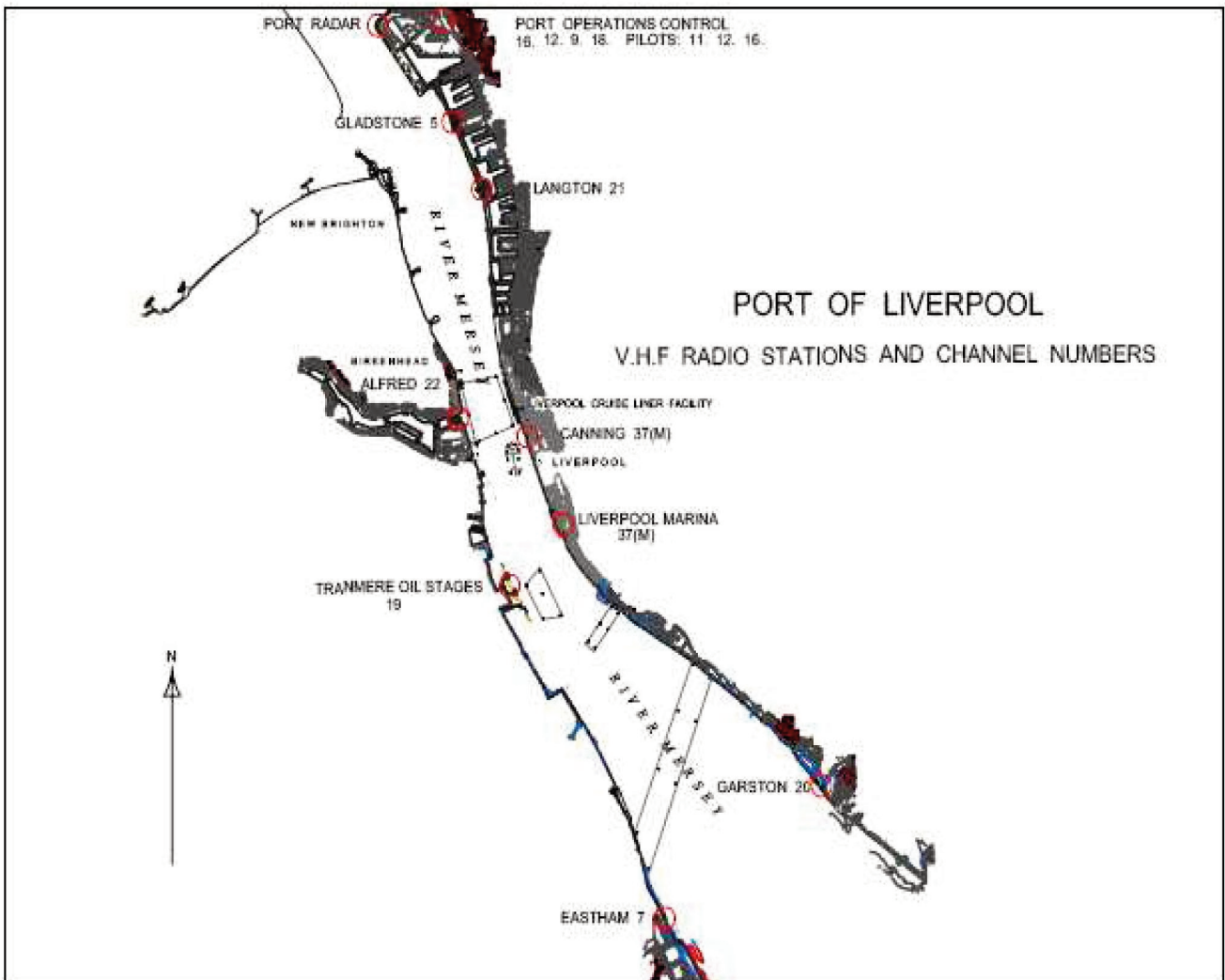
Any Local Navigation Warnings, Gale Warnings and Amendments to Gale Warnings are broadcast on receipt, on Channel 12.

Weather updates are recorded on tape and are available through a dedicated telephone line 0151 949 6095 (NtoM 3/2007 refers)

## 6. DOCKING INSTRUCTIONS

The VHF radio Stations at the Marine Operations Control Centre are provided to facilitate docking and berthing operations and to provide direct communication between the Dock Master and a vessel. The Range of these stations is limited to a distance of six to eight miles. The positions of these stations are as shown in the sketch plan below.

## 7. TUG COMMUNICATION



Channels 8 and 10 and 72 at Tranmere Oil Stages are reserved for tug communications and should not be used for any other purpose. Due to the heavy working of these Channels, especially at tide time, and in order to minimise interference, vessels and their tugs when communicating to one another on VHF R/T, should, when possible, transmit on reduced power.

## 8. LARGE VESSELS SWINGING

Vessels of 150 metres or over in length intending to swing in the river should give advance notice of at least 10 minutes to Mersey VTS of their intentions so that Mersey VTS can broadcast on Channel 12 a swinging warning to all ships.

9. Marine V.H.F. Radio Telephone Communication System.

<b>Station</b>	<b>Call Sign</b>	<b>Hague Channel Number</b>	<b>Remarks</b>
<b>Marine Operations Control Centre Liverpool</b>	<b>Mersey VTS</b>	<b>16</b> <b>12</b> <b>9</b> <b>18</b>	<b>Calling and Safety</b>  <b>Marine Operations - Calling and Navigation</b> <b>Marine Operations and Routine Broadcasts</b> <b>Marine Operations</b>  <b>A continuous watch is kept on Channels 16 &amp; 12 at Marine Operations Control</b>
<b>Gladstone Dock Master's Office</b> <b>Langton Dock Master's Office</b>	<b>Gladstone Dock</b>  <b>Langton Dock</b>	<b>5</b>  <b>21</b>	<b>Marine Operations and Docking Instructions</b>
<b>Alfred Dock Master's Office</b>	<b>Alfred Dock</b>	<b>22</b>	
<b>Cammell Lairds</b>	<b>Cammell Lairds</b>	<b>13</b>	<b>Berthing Instructions</b>
<b>Tranmere Stage Shell U.K.</b>	<b>Tranmere Stage</b>	<b>19</b>	<b>Berthing Instructions</b>
<b>Garston Dock Master's Office</b>  <b>Associated British Ports ( A.B.P. )</b>	<b>Garston Dock</b>	<b>20</b>	<b>Marine Operations and Docking Instructions</b>
<b>British Waterways Canning Dock Brunswick Dock</b>	<b>Canning Dock Liverpool Marina</b>	<b>37</b>	<b>Berthing Instructions</b>
<b>Manchester Ship Canal Eastham Control</b>	<b>Eastham Locks</b>	<b>7</b>	<b>Marine Operations and Docking Instructions</b>
<b>M.D.H.C. Pilot Stations</b> <b>Point Lynas Pilot Station</b>	<b>Liverpool Lynas Pilot</b>	<b>16</b> <b>9</b>	<b>Calling and Safety Ship to Shore</b> <b>(See also Appendix 8(i) Calling and Ship to Shore)</b>
<b>Marine Operations Control Centre</b>	<b>Liverpool BAR Pilot</b>	<b>11</b> <b>16</b> <b>12</b>	<b>Initial Calling</b> <b>(See also Appendix 8(ii))</b>

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10. LOCAL PRIORITY MESSAGES

A vessel which has an urgent message to transmit to Mersey VTS concerning urgent navigational matters and which message should receive priority over normal Marine Operations Radio Communications, should indicate the urgency of the message by prefixing the call sign of the Marine Operations Control Centre with the spoken word "PRIORITY" i.e. "PRIORITY MERSEY VTS" repeated three times followed by normal procedure.

11. In special circumstances such as the launch of a vessel or in an emergency such as a wreck, it may be necessary temporarily to establish a patrol for the control of traffic. Vessels will be warned of the existence of any such patrol by Mersey VTS and any such patrol vessels or launches will maintain a listening watch on Channel 12 and communicate with other vessels on Channel 6.

12. CONDITIONS

This service is offered and will be rendered only on the condition that neither the Company nor any of its servants or agents shall be liable to any person whatsoever for loss or damage of any kind whatsoever caused or arising whether as a result of negligence or otherwise or as a result of non availability of the service.

13. **This notice should be read in conjunction with the current issue of the General Directions for Navigation in the Port of Liverpool.**

14. Notice to Mariners No. 15 of 1993 will hereby be cancelled on the 31st Day of December 2011 at 2400 hours.

**Captain S.F. Gallimore**  
**Harbour Master**  
**Peel Ports - Mersey**

14th December 2011

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